

Agency Coordination

This project can be expected to have significant social, economic, or environmental impacts. In compliance with the Washington State Department of Transportation (WSDOT) *Design Manual*, an Interdisciplinary Team (IDT) was appointed in February 1991 to help direct design and environmental studies for the North Spokane Freeway (NSF) project. The IDT serves as an advisory board to the WSDOT Regional Administrator, who is responsible for directing preparation of the preliminary design and environmental studies leading to the development of the Final EIS. The IDT consists of seven members representing various agencies that have an interest in the project. These agencies include the city of Spokane, Spokane County, Spokane Area Economic Development Council, Spokane Regional Transportation Council (SRTC), Washington State Department of Ecology, and WSDOT. To date, there have been 24 23 IDT meetings. These meetings were open to the public, although no formal notification was made.

Cooperating Agencies

On April 23, 1991 the Bonneville Power Administration (BPA), the Environmental Protection Agency (EPA), and the Army Corps of Engineers were sent letters asking them to become cooperating agencies.

Army Corps of Engineers

The Corps of Engineers (Corps) declined to be a cooperating agency on three different occasions (invitations were sent in June 1992, October 5, 1992, and September 15, 1992). On April 12, 1993, the Corps sent a letter to Bernie Chaplin, then WSDOT Environmental Program Manager, stating that the Corps would not need to be a cooperating agency, based on current information.

On January 20, 1994, WSDOT representatives met with Tim Erkel, Spokane Area Corps representative, to update the Corps on the project and discuss possible Corps involvement. Discussion focused on the Spokane River crossing. Mr. Erkel was confident that a Nationwide Permit would suffice for this project, based on the design details known at the time. He felt the Corps would not need to become a cooperating agency, as the need for such status exists only when an Individual Permit is required.

Bonneville Power Administration

BPA agreed to be a cooperating agency on May 14, 1991. Since then, WSDOT has worked closely with BPA and its consultants to lessen the impacts to existing and proposed BPA facilities and power lines on the northern end of the project.

Environmental Protection Agency

The EPA's first response was on May 1, 1991, declining status as a cooperating agency. They were asked again in a letter dated June 23, 1992. The EPA became a cooperating agency in August 1992, in a letter to Mr. Barry Morehead of the Federal Highway Administration (FHWA).

In September 1993, WSDOT received a scoping package from the EPA. This package included general scoping comments regarding issues the EPA believes are

significant and should be addressed during environmental studies done for highway projects. The comments are not included in this document but may be reviewed at the project office, 2714 North Mayfair Street, Spokane, Washington 99207. The EPA provided comments during the Preliminary DEIS review and identified where the document failed to adequately address the areas they felt to be important. Where clarification has been required, WSDOT has contacted the EPA to discuss approaches to fulfilling the EPA concerns.

General Coordination

The NSF project has been coordinated with affected agencies and major property owners along the corridor. Meetings have been held with the Spokane County Planning Commission, area emergency services, Community Colleges of Spokane, Kaiser Aluminum and Chemical Corporation (KACC), Burlington Northern Railroad (BNRR), Spokane School District 81, and Mead School District.

An agency scoping meeting was held on July 11, 1991, to inform local, state, and federal agencies about the project and accept their comments and concerns. On August 26, 1991, an expertise orientation meeting was held. These two meetings, part of the scoping for the final study plan, were both open to the public, although no formal notification was made. Public and agency concerns received were considered as the study plan was finalized. These meetings were organized by the project consultant, Bovay Northwest, Inc., to gain direction for the final study plan and familiarize sub-consultants with the project.

A second expertise orientation meeting was held on February 3, 1993, after the contract with Bovay was supplemented and the scope of work changed. This meeting updated the experts on the status of the project, and explained any design changes that had occurred since the last meeting and as a result of the contract revisions.

On January 14, 1993, an informational meeting was held with the local emergency service agencies. Representatives from the local fire, police, and medical services, and the Washington State Patrol, attended. The concerns outlined in the Spokane County Fire District Number 9 letter dated July 19, 1991 are typical of those expressed at the January meeting. These concerns were addressed by explaining that at this level of design development, many of the issues are addressed only conceptually. Where applicable in this document, a commitment is made to work with local emergency service agencies during final design and construction. This commitment will help ensure that issues such as those raised by the Fire District Number 9 are adequately addressed.

Community Colleges of Spokane

WSDOT met with Community Colleges of Spokane (CCS) because of impacts the Market/Greene Alternative could have on the Spokane Community College (SCC) campus. This alternative would affect the west portion of the campus.

The first correspondence received from CCS was a comment sheet resulting from a public open house held on July 25, 1991 (see page 5-19). At that time, CCS voiced an acceptance of the Market/Greene Alternative and a commitment to work with WSDOT in developing a parking area beneath the proposed viaduct.

WSDOT met with the CCS Administration on October 13, 1992, and March 30, 1993, to update them on the status of the project. The CCS letter of October 15, 1992 (see page 5-20) reflects valid concerns and a less receptive attitude toward the

proposed Market/Greene Alternative. As a result of this meeting, design changes were made. The most significant of these moves an interchange that had been planned at Mission Street south to connect to Trent Avenue. This modification helps minimize, and in some cases eliminates, some of the concerns expressed by CCS. Those that cannot be avoided are mitigated where possible, as identified in various sections of Chapter 4 of this document.

CCS invited WSDOT to give a presentation on the project to the Community Colleges of Spokane Board of Trustees on April 20, 1993. The letter on page 5-23 highlights the Administration and Board of Trustees' concerns. Further design considerations were examined, including placing the proposed NSF across from the campus on the west side of Greene Street, as suggested in the letter. This revision, however, results in considerable neighborhood disruptions and displaces about 80 residences. The associated additional impacts are not seen as prudent, and the crossing over the SCC parking lot remains.

Area School Districts

Meetings were held with both Spokane School District 81 and Mead School District. The general concerns expressed during these meetings were about access to and from area schools. Chapter 4 of this document identifies commitments for close coordination and consideration of access issues during final design and construction of any "build" alternatives.

Burlington Northern Railroad

WSDOT is also working closely with BNRR, due to a potential impact to the vacated Hillyard Railroad Yard. BNRR and its consultants are currently creating a master development plan for the area. WSDOT met with the railroad and its consultants on October 14, 1993, to provide them with the latest route and design considerations for the railroad yard area.

Kaiser Aluminum and Chemical Corporation

Both the North and South Options of the "build" routes will impact Kaiser Aluminum property. Kaiser expressed concern on an early design for the North Option that was in close proximity to its Mead Plant. After further review of the design, WSDOT adjusted the alignment to the north and east of the plant, which increases the distance and is in line with Kaiser's first recommendation, identified in their letter of December 19, 1991 (see page 5-24 see Comment B-14 of Appendix-L). Several meetings with Kaiser have taken place since publication of the DEIS. Kaiser's response to the DEIS addressed their concern in regards to the proximity of the preferred alignment to their facility (see Appendix L). The Kaiser Mead plant, being a point source for carbon monoxide (CO), is regulated by National Ambient Air Quality Standards (NAAQS) for this and other pollutants. Traffic on the NSF will be a line source for carbon monoxide. Independent modeling has been done for each agency. Modeling done for Kaiser shows that they are in compliance with the current guidelines for both carbon monoxide (CO) and sulfur dioxide (SO₂). This is particularly important at the points of compliance, Kaiser property boundaries, because the Mead community borders their eastern boundary. With construction of the freeway the point(s) of compliance shifts to the freeway right of way. Modeling for carbon monoxide (see the Air Quality sections of this EIS) done by WSDOT, which accounts for the (all) point sources, and the future metropolitan traffic as well as the NSF, shows an improvement over the no

build condition and predicts that the combined effect of the operations of the plant and the freeway will be well within the guidelines for CO compliance. Ecology has met with Kaiser and WSDOT concerning air quality issues. Having reviewed the modeling done by both WSDOT and Kaiser Ecology has concluded 1.) that for the people using the freeway, who pass by Kaiser Mead in a few minutes traveling time, the risk of exposure to unsafe levels of carbon monoxide (CO) are extremely low; 2.) monitoring for those exposed for long periods of time to the combined CO emissions of the point and line sources should, as policy, be done where people live- in the Mead community (not at the freeway rights of way); and 3.) that because Ecology believes the current guidelines for ambient concentrations of CO will not become more stringent, there is not a high risk of exceeding NAAQS standards with operation of both sources.

City of Spokane

A July 9, 1991, letter from the former Mayor of Spokane, accompanied by a City Plan Commission Resolution, identifies support for the Market/Greene Alternative (see page 5-29).

The city of Spokane Traffic Engineering Department has been kept up-to-date on the NSF design plans. Comments in a January 28, 1993 letter (see page 5-32) speculate about impacts to adjacent streets under the proposed design. The comments on the Market/Greene route regarding the Mission/Trent interchange led to a design modification to the interchange. The city's concerns, coupled with the CCS concerns identified above, resulted in all ramps connecting to Trent Avenue instead of involving Mission Street. The design analysis has not evolved to the state of being able to analyze intersection impacts as identified in the letter. These issues will be dealt with as final designs are formulated and the detailed information needed for such an analysis is available.

Spokane County

An August 18, 1992 letter from the Spokane County Planning Commission (see page 5-34) expresses concern about lack of access to the "build" alternatives between Francis Avenue and US 2. This concern was addressed and a future interchange location at Stoneman Road was studied. This location is intended to provide a link between the NSF and the county's proposed Northside Arterial Plan. This access is only on the North Connection Option; construction for the South Option presents too many difficulties. Because of interchange spacing requirements and the fact that the NSF is intended to be primarily a regional facility, no other connection locations are proposed.

Spokane Transit Authority (STA)

An August 11, 1994 letter identifies Spokane Transit's general concurrence with the conceptual proposal regarding park-and-ride lot locations (see page 5-36). The "build" alternatives as shown in Appendix D reflect the locations discussed. Design specifics regarding access to the lots is not available at this stage of the process, so addressing STA's concerns is not possible. All are valid and will

be considered during the final design and right of way process. WSDOT will commit to the consideration of flyer stops at the locations STA has identified. The construction locations will be based on need and design standards at that time. Christine Fueston of STA agreed with this approach to STA's concerns during a follow-up discussion on September 15, 1994.

Office of Archaeology & Historic Preservation (OAHP)

The State Office of Archaeology and Historic Preservation (OAHP) was contacted to determine existing sites on the State and National Historic Registers. No properties were identified within the project area from these registers. The State Historic Preservation Officer (SHPO) was also asked to determine the eligibility for the National Register of several properties identified within the alignments as possibly eligible by the consultant.

In addition, owners of a house located at 3201 E. Grace and in the path of the Market/Greene Alignment, expressed concern that their home was historic. A survey of their house was made by Craig Holstine from Archaeological and Historical Services of Eastern Washington University. The SHPO and Mr. Holstine have concurred in the finding that this house is not eligible for the National Register of Historic Places (NHRP). See SHPO letter page 5-39.

Public Involvement

The public involvement plan for the North Spokane Freeway EIS used the following two approaches to ensure inclusion of businesses, private citizens, federal, state, and local agencies, and other interested groups in the EIS process:

- Disseminating information to the general public, businesses, citizen groups, and public agencies and officials.
- Holding open houses and community meetings.

Local and state politicians have been kept informed of this project through mailings, publications, and meetings. Informational meetings were held at the special request of individuals such as the Mayor of Spokane and State Senator John Moyer.

The informational element of the public involvement plan was intended to publicize the planning and decision-making process, inform the public of upcoming public meetings and workshops, present major issues and events, report on input from past public meetings, inform the public of the purpose of the study, and publicize the process used to evaluate project alternatives.

To inform the general public on this project, several meetings were held and publications were made available. One approach for informing the public was through the "Mobility Updates," which were published and mailed in June 1991, January 1992, and October 1992. These publications updated people on this and other WSDOT projects within what was then known as District 6 (now Eastern Region).

Two public open houses have been held for this project. The first was on July 25, 1991, at Shaw Middle School, and included displays that showed an overview of the project. The purpose of this open house was to reintroduce the project to the public. The open house was scheduled at the time when the final study plan was being developed and WSDOT wanted to know which direction the public would

like to pursue. Representatives from WSDOT and Bovay Consultants were available to answer questions. Approximately 250 people attended. Sixty-nine people returned written comments, with the Market/Greene Alternative receiving the most support.

The second open house was held on two separate nights (October 20 and 22, 1992) in different locations to allow more people to attend. Approximately 200 people attended at Shaw Middle School, and 150 people attended at Sheridan Elementary School. Again, displays showed an overview of the project. The displays had been refined since the last open house to reflect specific designs. Representatives were again available to answer questions. Major issues included:

- Local access to the NSF in the area of Thor/Freya.
- Loss of low cost housing and rentals in the I-90/NSF interchange area.
- Air quality around Beacon Hill.
- A buffer area between the freeway and homes.
- Noise produced by the facility.
- The option of a Beltway/Loop Arterial.

WSDOT has also given numerous presentations at the request of different organizations and neighborhood groups. A formal presentation and a question and answer period were included at each of the meetings, to provide detailed information about the specific area represented by the organization. This gave people the chance to ask pertinent questions regarding their area of interest. Following is a list of these meetings:

• **Hillyard Steering Committee** **May 21, 1991**

This was an informational meeting requested by the Hillyard Steering Committee to introduce the NSF project to the committee.

• **Cooper (Southeast Hillyard) Neighborhood** **March 31, 1992**

The Cooper Community Advisory Committee asked WSDOT to make an informational presentation on the NSF. This meeting was to update the neighborhood and give some background on the project. WSDOT assumed that around 100 people would attend the meeting; however, more than 450 people were present. Displays of the project were set up, which allowed a one-on-one question and answer period, followed by a brief slide show and presentation. Following the presentation, Project Engineer Harold White answered questions for about two hours. The major concerns seemed to deal with how the project would affect each individual. People wanted more specifics than were available at that time.

• **East Central Community** **May 19, 1992**

This meeting was requested by Eileen Thomas, chairperson of the committee, to update the community and provide background on the project. The community was concerned about how the project would affect it. Again, questions involved details that were not yet available.

- **Hillyard Steering Committee**

May 21, 1992

This informational meeting was requested by Joyce Harbison, chairperson of the Steering Committee. People were interested in how the NSF affects emergency services, the number of homes affected, how schools are affected, and how relocation is accomplished.

- **East Central Steering Committee**

July 7, 1993

This meeting was requested by the Steering Committee. It was intended as an informational meeting for the Steering Committee members — about 30 to 40 people — who would also provide feedback on how best to get the information out to their community. The news media story about the meeting described it as an open house, and approximately 130 people were present. General concerns expressed at the meeting were timing of the project, low income housing, effects on the housing market, whether there was a preferred route, and the chances that the NSF will actually be built.

- **Camelot/Carriage Hills Neighborhood**

August 24, 1993

This was an informational meeting to update the communities on the north end of the project. Approximately 100 people attended. General concerns of this area included timing of the project, how the state compensates for loss in property value due to construction of the NSF, whether there was a preferred route, and the reason for consideration of a South Option.

- **East Central Community**

October 6, 1993

This was a follow-up to the July 7, 1993 meeting. About 20 people attended. General concerns at this meeting were traffic noise, the NSF versus a Beltway/Loop Arterial, how lower income families would be compensated if required to relocate, effects on the I-90 (East Central) area, how WSDOT could justify construction of an “antiquated” transportation facility when it is unknown how transportation will evolve by 2020, how long the EIS is valid before reevaluation becomes necessary, what happens if there are design changes after the EIS is finalized, and whether copies of expertise reports could be obtained.

- **Preserve Our Neighborhood Integrity (PONI) group**

June 6, 1994

PONI requested that WSDOT make a presentation to update them on the progress of the NSF.

- **Chief Garry Neighborhood**

January 19, 1995

Chief Garry Neighborhood requested this meeting as an informational update of the progress of the NSF. The group was concerned with how the NSF would affect their neighborhood. Approximately 45 people were present.

- **East Central Steering Committee**

October 8, 1996

This meeting was requested by the Steering Committee which coordinated a joint meeting with Don Ramsey the city of Spokane Traffic Engineer. It was intended as an informational meeting for Steering Committee representatives to learn how the NSF project would influence traffic circulation on city arterials.

WSDOT representatives also attended the following luncheons and breakfasts to answer questions about the project:

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| • Hillyard Rotary Luncheon | March 24, 1993 |
| • Valley Chamber of Commerce Luncheon | April 7, 1993 |
| • North Kiwanis Club Luncheon | June 22, 1993 |
| • Northeast/East Kiwanis Club Luncheon | August 5, 1993 |
| • Spokane Mortgage Lenders Association Breakfast | September 9, 1993 |
| • Associated Engineers Luncheon | October 11, 1993 |
| • Spokane Rotary Club | January 3, 1994 |
| • Downtown Kiwanis Club Luncheon | January 25, 1994 |
| • Retired Public Employees Luncheon | March 10, 1994 |

A Citizens Advisory Committee (CAC) was formed on August 18, 1992, to provide another means of communication between the public and WSDOT. The purpose of the CAC is to relay concerns and comments from its organizations to WSDOT and supply the organizations with information on the development of the EIS. The first meeting was held on August 27, 1992. Currently, there are seven members representing various neighborhoods and business organizations within the project corridor. See Appendix A for a list of the current CAC membership. To date, there have been ~~ten~~ 11 CAC meetings.

Required Permits (Section Removed, see Table S-8)

Correspondence

The following letters reflect correspondence that is considered significant in supporting the above outlined coordination or other important decisions made during the development of this project.